

HMNZS NGAPONA ASSOCIATION INCORPORATED

LONGCAST

12 October 18 – Navy Club Lunch at the Remuera Club
19 October 18 - Ngapona Assn Lunch at New Lynn RSA
19 October 18 - Trafalgar Day Lunch at the Te Atatu RSA
10 November 18 – Armistice Day Remembrance Cruise, William C Daldy
11 November 18 – Armistice Day
9 – 12 November 18 - Engine Room Branch Reunion, Rangiora
16 November 18 – Ngapona Assn Lunch at Grey Lynn RSA
17 November 18 – HMNZS Ngapona Wardroom Mess Dinner
29 November 18 - Change of Chief of Navy
7 December 18 - Weapons Electrical Reunion at SRFM
7 December 18 – 8th Maritime Societies' Annual Dinner, Northern Club
21 December 18 - Ngapona Assn Lunch at Orakei RSA

Hi Folks

CHANGE OF COMMAND AT HMNZS NGAPONA

CN has directed that the current XO will relieve LTCDR B.J. Burt RNZNR as CO NGA at a Change of Command (CoC) ceremony, expected to be held on Friday 23 November (DTBC). LTCDR J.R. Gresson RNZNVR will post into the role of XO NGA on the day prior to the CoC. Our congratulations to LTCDR Burt, who will post to DNR's staff in the rank of Commander RNZNR, following the CoC.

DIVISIONAL COXSWAIN CHANGE AT HMNZS NGAPONA

CPOMEL Euan La Trobe has posted out at short notice (crash posting) to relieve CPOCSS Shane Kennedy as WSC HMNZS WELLINGTON, with Chief Kennedy in turn relieving Chief La Trobe as NGA Divisional Coxswain (DC). As a number of you will remember, Chief Kennedy was the final DC at St Mary's Bay. Welcome back Shane, and to Euan: thank you very much for the considerable time and energy you have put in to assist the Ngapona Association. All the best for the future.

CONGRATULATIONS - GORDON CATTERMOLE

Gordon Cattermole has been made a Life Member of Auckland Coastguard - Well done Mole



Gordon Cattermole

MARITIME SOCIETIES' ANNUAL DINNER

The 8th Maritime Societies' Annual Dinner will be held at the Northern Club, 19 Princes Street, Auckland, on Friday 7th December 2018. Presided over by Larry Robbins, OBE, FNI, Commander (Retd) RNZN and the Guest of Honour is Commander Lisa Hunn, BSc, RNZN, Commanding Officer, HMNZS TE MANA.
See attached flyer.

ARMISTICE DAY MEMORIAL CRUISE

There will be a cruise aboard the Steam Tug, *William C. Daldy*, on **Saturday November 10** to commemorate Armistice Day the day before with a Memorial service and wreath laying, followed by BBQ lunch and up spirits. 0930 to 1330. Tea/Coffee and sticky bun on sailing. Cash Bar. \$65 per person.
Jill Thompson 09 836 5191 or 021 2744426 or email jillt.nz49@gmail.com
See attached flyer.

OPERATIONAL SERVICE – WHAT DOES THIS MEAN?

If you think that your service in the NZDF should count and it should be recognised and that the current rules in the Burial and Cremation Act 1964 are out of touch then read the attached notice.

KUPARU SLIPPING

Ex HMNZS *Kuparu* was slipped at Kopu (Thames) last week for a hull inspection and anti-foul. Also at Kopu are the MLs *Alert* and ex HMNZS *Koura*. *Alert*, which was brought to Auckland from the South Island is undergoing an extensive refit. Can't say the same for *Koura* which has now deteriorated into an almost total wreck due to sheer neglect - owner should be strung up!
Well done to the owners of *Paea* and *Kuparu* whose vessels are almost original and in excellent condition.



Kuparu at Kopu



Alert at Kopu



Koura at *Kopu*

DID YOU KNOW?

On 12th October 1969, three MLs, HMNZS *Mako*, *Kahawai* and *Haku* were entering the small northern Hawkes Bay port of Wairoa, where they were to be adopted by the town. The first two launches crossed the bar successfully, but *Haku* was caught in the heavy easterly swell, broached, and washed onto the shingle beach at the harbour mouth. By going full astern when the next wave ran up the beach, she regained the channel and entered the port, suffering little damage. The normal procedure of reporting a grounding was waived, and the incident was designated as good seamanship.



HMNZS *Haku*

A NAVAL CAREER IN THE EYES OF COLIN ROSS - Pt. 49

The rest of the trip was going by in a blur. Early mornings, lots to see and night time activities as well. While we were in Switzerland we went to a traditional bar and entertainment. Of course they get you involved, I was up to try and blow one of those long alpine horns and failed miserably.

Kerry got invited up to take part in what turned out to be a yodelling competition, which she won. The prize was a stein of beer. Both Ali and I reckoned she wouldn't drink it not being a beer drinker, however the good Kiwi Girl just scuppered it like a champion.

We got back to London and were to go to Edinburgh the following day. Ali was not going to take the train, too expensive and too long he reckoned. So we arranged to meet in the hotel bar in Edinburgh about 2pm. Kerry and I caught the train and had a lovely trip up. It was our desire to see something of the countryside as opposed to just flying over it all.

We arrived in Edinburgh to a damp rainy day. When we got to the hotel and checked in there was no sign of Ali and Sue so we went up to our room and got organised. Back to the bar and still no Ali.

They finally arrived some three hours later. Ryan Air had managed to lose their luggage so they had been stuck at the airport. They finally found it and it had been left out in the rain somewhere so everything was wet. Not a happy camper was our Ali.

The festival was not too bad but the entertainment was a disappointment. We went to watch a Heineken Cup game, Edinburgh v Munster. It was a really miserable night and I am sure if it wasn't for the Golden Oldies turning up the only spectators would have been the team's coaching staff.

At the end of the festival Kerry and I had a rental car and took off north. We stayed in Inverness and then travelled up to John O'Groats. On the way up we passed signs indicating Clearance Village and we were intrigued to find out what it meant. So at the next one we stopped and tramped some 500m to a huge cairn. Ironically a chap from Wellington, in memory of his forefathers, erected this. These villages were where the Scottish peasants ended up when the rich Lairds decided they were going to more intensely farm their spreads, and kicked the peasants off the land. This one was perched on a cliff overlooking the sea; there was a cold wind blowing off the North Sea. It must have been the most miserable existence for families.

The next day we went by boat out to Orkney. We had always wanted to do this; it was a reasonably calm trip out and a very good day trip. Was really intriguing to be on land with no trees. This is because of the wind; the Islanders had planted a small grove of trees in a sheltered valley so the children had some idea of what trees were.

It was also a sobering thought when we passed the anchorage where the ROYAL OAK was torpedoed and sank during WW2; there was a huge loss of life. One of the other interesting sights was the Italian Church. This church was painted by Italian POW's, incarcerated on the island during the war. It is just beautiful inside.

The boat ride back to John O'Groats was pretty bumpy and at breakfast next day we found out that the ferries were cancelled for the day, so we had been extremely lucky to get our visit in.

We travelled right across the top of Scotland. There are quite a few nice looking beaches but no one was in swimming, it was really cold. We stayed the next night in an old pub just out of Fort William.

We travelled on to the Lake District and were lucky to get a bed in an old pub there as everything else was booked out. The next morning we visited the Beatrix Potter Museum that was really good as well. Then toured some of the lakes before heading off to Stratford on Avon. We arrived early evening and the first Bed and Breakfast place we tried had just had a cancellation so we were in luck again.

That evening we had a pleasant stroll around Shakespeare's old town and it was both relaxing and enjoyable. The next day it was off to Oxford and a guided town tour. We left there and thought we were on our way down to London. However every road we came to we discovered a signpost saying Oxford was to the left and suddenly woke up to the fact we were on the ring road and basically driving in a big circle around Oxford!

Our next few days were spent with Tom and Doreen, old friends that we had met in NZ when we first shifted to Glenfield. It was great to catch up with them and trade stories and reminisces. All too soon our time was up and it was the big plane ride home to NZ. It is always great to return home and catch up with family.

Unfortunately it also meant a return to work. This was difficult after the high tempo travel time but I walked into the start of the first big ANZAC conversion. This was the propulsion upgrade with new more powerful engines being fitted. This of course required re-running of pipework, rebuild of the engine module and also the re-alignment of the engine to the gear train.

To achieve this the missile system module is removed to get access to the propulsion space and then the lifting out of both old engines and the dis-assembled module. The module was re-built and replaced with new mountings, which required the constant checking of the module seat alignment to the propulsion train. Then the engines were replaced with two new upgraded engines and a great deal of time was spent in getting the engine to gearbox alignment correct.

At the same time as this access was cut from the hangar down through the Junior Rates Dining Hall and by removing the ventilation module behind the Machinery Control Room and access hole through that deck to the Generator Space. This allowed both after generators to be removed and replacement overhauled units fitted. At the same time as this was done both Oil Distribution Blocks were removed to the workshop for overhaul. These are the hydraulic units that control the variable pitch propellers.

So this was a busy time over the two years dealing with both ship upgrades. It was challenging and the most interesting part of the job I felt, was having to find details and source new parts for unexpected defects found in the ongoing process.

So it was with some relief that when TE MANA completed and sailed for trials there was time to recoup and recover. This had been a pretty hectic and high-powered couple of years.

In 2011 one of the most interesting events was the requirement to dock TE MANA in Singapore. The ship was suffering a high wear down rate on their A bracket bearings.

Prior to the ship berthing in Singapore I flew with the Project Officer to Singapore to agree to the contract to put the ship into a floating dock to carry out the bearing change. The Singapore Liaison Staff helped us immensely. There was a requirement to house the whole ship staff off the ship for the duration of the docking, the Liaison Staff organised this at short notice.

After the first meeting with the Dockyard Management we had an agreement and a timeframe. The next day we met to finalise the docking and noticed that the Dock Master was not taking part in the discussion. After some time he finally spoke up and

suddenly the whole plan was changed. Unfortunately the vessel in the dock was going to be a day late coming out.

Also he informed us that we only had a four day window to get the vessel in, change the bearing and get it out or the tides would preclude us from being able to undock as the depth of water would be insufficient to sink the dock and float the ship out. So it would be stuck in dock for almost a month.

This was high risk and a pressure situation. I spent the majority of the four days on the dock bottom monitoring and ensuring progress was achieved to meet the undocking date. The high temperature and humidity made these days on the dock bottom very draining. So it was a huge relief to see the ship undock late at night on the last day and move around to the Stores Basin.

I don't think I have ever dealt with such a tight timeframe with the consequences of not being able to undock which would have reverberated through the halls of power in NZ no doubt. I was so glad to climb on the plane and head back to NZ knowing we had achieved a notable success and knowing the ship could meet the rest of their scheduled programme.

To be continued.

Take care

Jerry Payne

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Editor

HMNZS Ngapona Assn Inc

"There are good ships, and there are wood ships, the ships that sail the sea."

"But the best ships are friendships, and may they always be."

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